

A New Proverb

He that lives upon hope will fast—

But he that lives on

Uneda Biscuit

will feast.

5¢

NATIONAL BISCUIT COMPANY

Don't forget
Graham Crackers
Butter Thin Biscuit
Social Tea Biscuit
Lemon Snaps

TO FIND OUT RUSSIAN STRENGTH

Japanese Advance Was Apparently a Feint—Situation Unchanged on the Right Flank.

Gunshu Pass, May 11.—The Japanese advance now appears to have been a feint to ascertain the strength of the Russian outposts which have again been pushed forward on the left at LaFangol, Erdahol and Tongoi, and along the center line from Podysousche to Shihouza, where the Japanese attacked the Russians May 7 and May 8, but were repulsed. The next day, in order to oust the Japanese from the Shabetsky mines, from which their attack was organized, a column of cavalry supported by artillery moved forward under cover of the Russian guns and the mines were turned, the Japanese retreating first to Simianzou and later to Madiopa, three miles south of Chantafu.

On the right flank the situation is unchanged. The Russian front resembles a crescent with the center resting on the railroad and the horns pointing south.

Prisoners say the new troops from Japan are old men and youths. They give the Japanese losses at Mukden at 12,355 killed and about 70,000 wounded. Oyama was at the front during the recent activity making his headquarters at Chantafu.

EXPLOSION IN OIL TANK

Town Probably Saved by Releasing the Oil by Firing Cannon at the Tank.

Mannington, W. Va., May 11.—About midnight, while Operator Frank Leach was gauging the oil in the huge 1,600 barrel old tank of the Eureka Pipe Line at Downs near here, he struck a match and immediately there was a terrific explosion. Leach was thrown with great force to a considerable distance and was seriously but not fatally injured.

The explosion blew a large hole in the roof of the tank and almost immediately the oil was on fire. There were about 12,000 barrels of oil in the tank. Early today a special train reached Downs from Morgantown with small cannon on board. Three shots were fired the side of the Standard Oil Company's burning tank releasing the 14,000 barrels of oil, thus relieving the danger of a disastrous explosion that might have destroyed the town.

All but 2,000 gallons of the oil was destroyed and the big iron tank is a complete loss. The total loss is \$25,000. The nearby 20,000 barrel tank caught fire several times but was extinguished by the liberal use of blankets and water.

BRITISH FLEET AND ARMY

A Redistribution for Colonial Defense is Considered Desirable—Premier Balfour Talks Plainly in the House of Commons.

London, May 11.—In the House of Commons today Premier Balfour said that having regard for the changes in the sea power of other nations a redistribution of the fleet and army was desirable for colonial defense, and the committee of defense of the admiralty has concluded that the fleet and the army should be concentrated in the center of the Empire from which they would be distributed as necessity arose.

Mr. Balfour remarked that the development of Russia towards India had from time to time caused great alarm. Great Britain had in vain by diplomatic means, endeavored to prevent Russia's expansion which must now be taken as an accepted fact. Although the invasion of India was much talked of by Russian officers he did not believe that it formed any part of the scheme of the Russian government.

Mr. Balfour's statement was made in the course of a reply to a question on the subject of the defense of commercial ports. Mr. Balfour said the accepted policy in this regard had been reversed. After long consideration by the admiralty, the committee of defense had concluded that submarine mines constituted an inexpedient method of defending such ports. They were more likely to injure the defender than damage to the enemy. Mr. Balfour believed civilized countries would check the sowing of mines in the waters of the world.

The advent of the submarine boat and the torpedo boat must qualify the extreme doctrine of command of the sea held by the blue water school. Even if fleets rode unchanged in every part of the world he did not believe any British admiral would view with serenity the task of guarding a disembarkation on a coast infested with torpedo and submarine boats.

Mr. Balfour stated that in considering the difficulties of the invader he was obliged to base his calculations on the supposition that the enemy would be France, the country nearest to Great Britain. It was unnecessary to add it was the last thing in the world he regarded as possible. In the opinion of Field Marshal Lord Roberts that it was useless to attempt an invasion of Great Britain with less than 70,000 men, and even if they landed it was but a forlorn hope that they would reach London. The premier believed it was impossible to land foreign troops in Great Britain and therefore a serious invasion need not be contemplated.

Mr. R. K. Bryan, of Scott's Hill, spent yesterday in Wilmington.

DEATH BY TORNADO

Fatalities at Snyder Will Exceed 100.

85 BODIES RECOVERED

A Dozen Persons Missing or Given Up For Dead.

Of the Seriously Wounded. Several Will Probably Die—Offers of Assistance Have Been Received From Many Cities—Neighboring Towns Sending Relief—Snyder is Still Almost Cut Off From the Outside World and Information is Difficult to Obtain—Fire Broke Out in the Stricken Town and Added to the Distress

Guthrie, Okla., May 11.—The death list of last night's tornado at Snyder will probably exceed 100 persons. Eighty-five bodies have been recovered, a dozen persons are missing and given up for dead, and of the forty-one seriously wounded several are likely to die. More than one hundred other persons suffered less severe injuries.

Relief is going from neighboring towns. Oklahoma City today sent 100 men to dig graves and seek the dead still in the ruins, and a dozen undertakers with one hundred coffins. Offers of financial assistance have come from numerous cities.

Governor Ferguson, of Oklahoma has issued a proclamation, calling attention to the needs of the stricken town.

It is still difficult to obtain information from Snyder. A single telegraph wire furnishes an outlet, but it is blocked with private messages concerning the dead and the injured.

To add to the general confusion and distress after the tornado passed, fire broke out and burned up all that remained of the buildings in one of the business blocks. So far it has not been possible to find out whether any bodies were cremated, but it is possible that such is the case.

An unidentified woman was picked up dead, having been pinioned to the ground by a large silver which entered her left eye and came out through the back of her head. Clarence Donovan, a railroad engineer and Miss Fessenden were to have been married last night, but had just postponed the nuptials until this morning. Both were instantly killed by the storm.

Fred Crump, a boy, had started to a cellar when a flying timber decapitated him. Debris was carried northeast as far as Cooperton, twelve miles, and it is reported that there are more fragments at that town than in the tornado path at Snyder.

About seventy-five head of horses and cattle were killed at Snyder. A committee this morning began to remove carcasses.

The mayor of Snyder is having much trouble preparing for the burial of the dead. The confusion is great, owing to the fact that there are a number of unidentified bodies at the morgues.

There is much suffering owing to lack of provisions and places to stay. What houses remain in the town are in bad condition and are unsafe for habitation. There is not room enough to care for the homeless. Bedding and wearing apparel are both lacking and despite the effort to succor the unfortunate they are still in a pitiable condition. Many of the wounded could not be cared for or given medical aid until nine o'clock this morning and by that time their wounds were aggravated. Dr. York, of Hobart, who was active in relieving the suffering, says that twenty per cent. of the wounded will die.

The havoc wrought by the tornado is astonishing. Out of a town that housed 1,000 persons not more than a score of houses are intact, while two-thirds of the buildings are wrecked. The storm formed south of Olathe, near the Texas line, and took a northeasterly course through a well settled region. At 8 o'clock it was observed by the people of Snyder, but the usual funnel shaped formation was lacking, and though the roar was plainly heard for some time before the storm broke, many were of the opinion that it was a hail storm. Within a few minutes, the sky suddenly became dark and a terrific downpour of rain began, lasting for seven minutes. Then the rain stopped almost as suddenly as it started. For a few moments, an ominous calm followed and then the tornado struck tearing buildings to pieces as though they were made of paper.

Many people who had thought to take advantage of the calm to seek refuge in cellars were caught in the streets and between buildings where some were lifted high in the air and dashed to the ground as though hurled from a catapult while others were struck by flying debris and injured almost beyond recognition. Those who remained in their houses in the path of the tornado fared no better. It swept across all excepting a few blocks in the southeastern corner of the town. Frame structures collapsed like egg shells, burying occupants under the debris killing, crushing and maiming.

Six hotels and boarding houses were torn to pieces, burying many persons in the wreckage. North of the railroad where many cottages stood none is left and even the wreckage in great part was carried away.

In a few moments the tornado was over and air was filled with screams

of the injured, mingled with the startled cries of those who had escaped and were seeking lost ones. Within a short time messengers were dispatched to Mountain Park, three miles away, where the news was sent by telephone to Hobart. Physicians and nurses were called for; relief trains were made up at Muskum, Hobart, Chickasha and Lawton and hurried to the scene by the St. Louis and San Francisco railroad.

Able bodied survivors in Snyder worked heroically all through the night amidst the heart rending scenes. A building was utilized for a temporary hospital and another as a morgue. Later a dry goods building presented a gruesome appearance when day dawned with the corpses lying tier above tier on the shelves. A search for bodies continued during the day and at dark eighty corpses had been recovered. These with the casualties reported probably will make the death list 100 persons. The most pressing need is money. An organization was perfected among the citizens today and appeals were sent out to leading cities of the territories asking for immediate assistance.

The property loss is \$250,000. Two hundred homes were demolished and about half the business buildings are a total loss. The remainder are damaged. The Hilton, the largest hotel in town, remains intact and a portion of the building was used for an emergency hospital.

SEABOARD AIR LINE

Reorganization Plan Modified So It Will Be Acceptable to Stockholders Who Had Objected to It.

New York, May 11.—The reorganization committee of the Seaboard Air Line met today and decided to modify the reorganization plan in such a manner, it is said, as to make it acceptable to the Baltimore stockholders committee who had objected to it. An official statement issued tonight says that under the plan heretofore proposed 85 per cent. of each class of stock had been deposited, but the remaining stockholders refused to assent to this idea and as it would have been necessary to acquire the stock through lengthy litigation in the southern states, the reorganization committee arranged "at the request of a majority of the stock that a 'holding' company should be formed on substantially the lines of the original consolidation. This 'holding' company will have the same amount of capital as was provided for the consolidated company, divided into the same classes of securities which will be used on substantially the same terms. With the money to be realized from the sale of the first preferred stock of the holding company it will buy five per cent. mortgage bonds of the railway company, thus supplying the latter with the money it needs."

In order that there should be no chance affecting the present status of the stockholders of the railway company, it will be provided in the charter of the holding company that its indebtedness can at no time exceed \$500,000 and that stocks of the railway company that are to be acquired by the holding company shall be held intact, free from any right of the new company to hypothecate them.

The details of the plan have been carefully worked out, and it will be submitted to the stockholders who have deposited their stock with the Morton Trust Company, within the next few days.

"A majority in amount both of the preferred and common stock have already agreed in writing that their stock shall be considered deposited under the new plan."

"This makes the plan effective."

SOUTHERN BAPTIST SOCIETIES

Three Preliminary Meetings to the Southern Baptist Convention Held

Kansas City, Mo., May 11.—Three meetings preliminary to the annual gathering of the Southern Baptist Convention were held here today, attended by nearly 1,000 men and women delegates from the south. The convention proper will begin its sessions tomorrow.

Today the Woman's Missionary Union began its seventeenth annual convention in the Central Presbyterian church with 200 delegates, representing the denominational colleges and schools of the south present. The principal business consisted of listening to the annual address of Virginia, ident, Mrs. J. A. Barker, of Virginia, and in listening to the reports of the corresponding secretary, Miss A. W. Armstrong, of Maryland, and the treasurer, Miss E. V. Ricker, also of Maryland.

The Baptist Young People's Union and the Southern Baptist Educational conference held sessions at the latter meeting. Addresses were made by J. I. Hudson, president of Virginia Institute; M. D. Jeffrey, president of Carson and Newman College; H. W. Tribble, president of Rawlings Institute; Rev. William E. Thatcher, D. D., of Richmond, Va., and W. H. Kilpatrick, president of Mercer University. R. H. etain shrdlu etain

TAMPERED WITH HIS MAIL

Inspector Braun Makes Serious Charges Against the Hungarian Authorities.

Budapest, May 11.—American Immigration Inspector Marcus Braun, of New York, has become involved in serious trouble with the Hungarian authorities. Mr. Braun alleged that the authorities tampered with and opened his mail. He was fined \$10 in the Budapest police court for threatening a detective whom he says he discovered in the act of tampering with his mail. Tonight the Hungarian police department makes public a communication declaring that Mr. Braun cannot show credentials proving his relations with the American government.

The communication concludes with warning the public against Braun. Mr. Braun has a passport from the state department.

19 PERSONS KILLED

Result of Disaster on the Pennsylvania R. R.

MORE THAN 100 INJURED

Terrific Explosion of Dynamite Which Caused Loss of Life.

That More Persons Were Not Killed is Considered Remarkable—Various Stories Are Told as to the Cause of the Wreck—Official Version of the Disaster—A List of the Dead and of the Prominent People on the Train. Terrible Agony Suffered by the Injured—Thrilling Work of Rescue.

Harrisburg, Pa., May 11.—Nineteen persons are known to be dead, and more than one hundred others were injured in the railroad wreck and dynamite explosion which occurred early this morning on the Pennsylvania railroad in the southern part of this city. That not more persons were killed is considered remarkable by the Pennsylvania railroad officials, as a full box car of dynamite exploded directly at the middle of the heavy express train. The list of dead and injured is as follows:

LIST OF THE DEAD.

The following is a list of the dead: V. L. CRABBE, Pittsburg. GEORGE ZEIGLER, Pittsburg. JAMES R. PHILLIPS, Pittsburg. PAUL BRIGHT, Pittsburg. MR. SHAW, Pittsburg. J. L. SILVERMAN, Philadelphia. MRS. ROBERT G. DOUGHERTY, Philadelphia. H. K. THOMAS, Philadelphia. H. K. THOMAS, Parkersburg, engineer of express train. NORMAN MARTINA, seven months C. KUHLMAN, Altoona, Pa. old.

Nine unidentified bodies.

The Pennsylvania railroad officials tonight gave out a list containing the names of ninety-eight persons who are injured and treated at hospitals or elsewhere.

The company also gave a list containing the names of thirty-six persons who were in the wreck and whose injuries are not given. Among the injured is F. W. Broile, Memphis, Tenn., who had his face lacerated.

PROMINENT PERSONS ON THE TRAIN.

The train carried a number of prominent persons and most of them escaped with only slight injuries. Among those on the train were Mr. and Mrs. James R. Tindell, of Pittsburg, the latter the daughter of United States Senator Knox; Mrs. A. J. Barr, wife of the proprietor of the Pittsburg Post, and her two daughters; Victor L. Crabbe, son-in-law of Robert Pittcain, of Pittsburg, assistant to President A. J. Cassatt, of the Pennsylvania railroad, and Sam S. Shubert, of the prominent theatrical managers of New York. Mr. Crabbe died in the Harrisburg hospital at noon, a few minutes before his father-in-law reached his bedside. Mr. Shubert was reported to be badly injured, but the others were only slightly hurt.

The wrecked train was the second section of the Cleveland-Cincinnati express, leaving Philadelphia at 11:05 o'clock last night. It consisted of a combination baggage and smoking car, one day coach and six sleepers.

There are various stories as to how the wreck occurred, but the official version is as follows:

OFFICIAL VERSION OF THE DISASTER.

About 1:40 o'clock the engine on an eastbound freight train was flagged by the crew of a shifting engine ahead on the same track. The engineer quickly put on his air brakes, and the train, an unusually long one, came to a sudden halt. The strain on the air line was a severe one, and a connecting air hose in the middle of the train blew out. This caused the middle of the train to "buckle" and the damaged cars fell over on the passenger tracks.

Just as this happened the Cleveland express came thundering up, and "side swiped the wreck." The express was stopped within its own length and the third sleeper was opposite the wrecked cars. Before any one could leave the passenger train, which was not very badly damaged, a few slight explosions occurred and then there was one great flash and roar that shook the earth. The whole affair occurred within the period of a few seconds.

A SCENE OF TERROR.

A scene of horror followed the explosion of the dynamite. The passenger cars and some of the freight cars instantly took fire. As the reverberation of the terrific explosion died away in the hills across the Susquehanna river, the agonizing cries of the injured could be heard. Men and women came tumbling and climbing from the car windows, or crawled from under the wreckage. No one for the moment seemed to know what to do, and many of the passengers, momentarily seized with terror, ran wildly about the fields on the north side of the railroad or waded into the shallow waters of the river which parallels the railroad on the south.

Realizing their safety and the dan-

ger still threatening others, the frightened passengers turned in and began the rescue of the living. As they approached the wreck another explosion occurred, which sent them scurrying away. Fearing that the entire freight train might be loaded with dynamite, no one dared go near the wreck. Finally the railroad men knew the contents of the burning freight train led the way and the uninjured passengers followed.

ENTIRE TRAIN CONSUMED BY FIRE.

The advancing fire drove the rescuers back as they were about to take others from the wreck and the unfortunate, men and women were soon enveloped in the flames. The cries of the dying were heart rending in the extreme, but nothing could be done for them. An alarm of fire was sent in, but when the firemen reached the scene the flames had done their work so far as the victims in the wreck were concerned. The entire train was consumed by fire.

After the victims in the wreck were beyond human aid, more attention was paid to the injured, who presented a pitiable sight as they lay in the field or on the banks of the Susquehanna. With the firemen came a corps of physicians from the city and the work of tending the injured began in earnest. As quickly as they were temporarily relieved of pain from burns or other injuries, they were placed on special trains and trolley cars and rushed to the hospitals here.

Several railroad laborers were on the spot within an hour and at daybreak their number had been increased to a thousand.

NOT A WHOLE BODY FOUND.

It was a gruesome task for the railroad men. Not one whole body was found in the wreck. Either an arm or a leg or all four limbs were burned off the trunk and in several cases only portions of the trunks were found. Ten charred bodies were found under one Pullman car. It is the belief of the railroad officials that if the explosion had not occurred there probably would have been no loss of life.

The dead were taken to Bay's undertaking rooms here, which were transformed into a temporary morgue. Coroner Krouse empaneled a jury which viewed the bodies this afternoon. He will begin taking testimony tomorrow. The physicians and nurses at the Harrisburg Hospital assisted by the trustees and members of the board of women managers, have been working incessantly since the first of the injured were taken there at 2:30 o'clock this morning. The hospital is crowded to the doors and now after row of cots now occupy the wards.

CRUSH AROUND THE HOSPITAL.

The sidewalks around the building had been crowded since early morning with persons anxious to see the injured. The crush for admittance was so great that it was necessary to place a policeman at each entrance.

The scene of the wreck was visited by probably more than 50,000 persons. There were at least 5,000 persons constantly at the place. They came from Lancaster and from all the small towns within fifty miles. The authorities had the situation well in hand, however, and kept the crowds back from the tracks by means of ropes stretched along the telegraph poles. W. B. Caple, superintendent of the Philadelphia division whose offices are in this city said he was unable as yet to fix any responsibility for the accident. A thorough investigation he said, is now being made by his men.

KILLED BY POLICE OFFICER

Artilleryman Dowri Loses His Life in a Fight at Phoebus—A Riot Threatened—The Town Practically Under Martial Law.

Newport News, Va., May 11.—Artilleryman Dowri, member of the Sixty-eighth company, heavy coast artillery, was killed tonight in Phoebus by Police Officer Phillips. According to Officer Phillips he had occasion to reprimand three artillerymen for an infraction of the town ordinance, whereupon Dowri picked a fight with him. In the melee that followed seven artillerymen participated, handling the policeman roughly, beating him with his own club. Citizens interfered and the soldiers tried to escape to the reservation. Phillips, however, pursued and cornered Dowri. He declared that the dead artilleryman advanced on him in a threatening manner and refused to halt, whereupon he shot him. Dowri died before reaching the hospital.

Intense excitement prevailed among the soldiers and sailors in Phoebus, many being there as a result of "pay day" liberty having been given them. Colonel Potts, commandant at Fort Monroe, ordered out a company of soldiers and order soon was restored, the artillerymen being ordered back to the reservation. Phoebus is practically under martial law, two companies of soldiers being in charge of the town. Phillips has been arrested and is held under guard at the fire engine house.

SOCIETY OF THE CINCINNATI

A Pilgrimage to Yorktown—Entered by Dr. Johnston.

Richmond, Va., May 11.—The General Society of the Cincinnati, accompanied by M. Jusserand, the French ambassador to the United States, today made a pilgrimage by rail and boat to Yorktown, where visits were made to the Nelson House, the battle monument and the Moore House, in which the articles of Cornwallis' capitulation were signed. At the monument, the Hon. John Cropper, president of the Virginia Society, read an interesting paper on the battle of Yorktown, and the prominent part taken therein by French forces and M. Jusserand spoke briefly in acknowledgement of compliments paid his country.

This evening the society was entertained at an elegant luncheon given by Dr. George Ben Johnston, of the Virginia Society. Tomorrow, it will hold the final session of the present triennial.

Mr. John D. Bellamy, Jr., went to Burgaw yesterday on legal business.